to pundabed every Websisher and Satuaber mornings free to per somm. Two copies for \$3. NEW-YORK WEEKLY TRIBUNE. VERY LARGE PAPER FOR THE COUNTRY, thinked every Sartunay Monning, at the low prices present, in advance. 10 copies for \$15, or 20 copies

NEW-YORK TRIBUNE.

## Railroad to Albany.

The Final Address of the Commissioners for Receiving Subscriptions to the Stock of the Hudson River Railrond Company,

The period is rapidly approaching when it must led whether the enterprise of constructing Railroad through the valley of the Hudson river to Albany, under the charter which has been obused for that purpose, will be sustained by adesale subscriptions to the stock, or whether it must

The Commissioners under the Act have, from se argent necessity of this great work, and the prospect of its profitableness as au investment. asto the estimates of the cost and income of the ad they refer to an Address, published in June set They manimously believe that the estimate d income therein given, is not only safe, but very

The object of the Commissioners in this their find appeal is, to answer briefly some of the obselve-citizens who feel an interest in this most important work.

The procuring of the charter was an undertaking presenting no triffing difficulties. Although sustained by the countenance of a large and most revisilent and determined opposition. But the eminest general advantages and creat importance of which may be most convenient to the parties. the work not only to the population along its line, messure of the last session. The present charter ceeded in procuring the insertion of a clause. to per cent. paid in before the 1st of March, 1847.

The Commissioners deemed it their duty to open the books for subscription on the 1st of September | banks of the Highlands, at any reasonable expense. last, and they have remained open at the office of that time voluntarily subscribed, and without persenal solicitation. Their more vigorous efforts were but it demands the immediate and energetic cooperation of all who feel any pride, interest, or wish in hwag a railroad between New-York and Albany, nate to do the business of such a route.

libeing found inconvenient to require the payment of \$5 per share on subscribing, as provided

istant with the Act to do so, and accordingly they But such is not their opinion. On the centrary, for passengers to consider in selecting their convey.

by same. The river is 12 feet above low water, being a our revenue may eventually contribute to remove the overthe wharves. Thermometer ranges from 54 weight of our public debt. the over the wharves. Thermometer ranges from 540

the ever the wharves. Thermometer ranges from 540 is 560 in the shade.

The new year of 1847 has witnessed great changes in the tempaper line in this city, in the way of improvements. The Daily Courses (Whig) has been enlarged to within half lineh per page of The Tribune's size. This same on its tenth volume, and its weekly in its strong-fearth volume. The latter having been published same parties of the Constitution, in relation to the dot and finances; and suggests various legislative reforms of no great importance. Upon the subject of the Tariff Mr. Shunk takes ground that does him credit, the new other page is the Scale line of the Tariff Mr. Shunk takes ground that does him credit, and that redukes the subserviency of some of his whin half meh per page of The Tribune's size. This saily is now on its tenth volume, and its weekly in its sensely-forcia volume. The latter having been published many-forcia volume on each page, the largest paper in the State. So, is nearly the same size of the Courant, but the Modily Times is now, since its enlargement of two-tokens on each page, the largest paper in the State, and form in partisan character has more influence for and or woc—size 25 by 44 inches. The Nes England force (perital) has also been enlarged and furnished force (perital) has also been enlarged form. The Religious found is not present dimensions. At my earliest leasure is paged in furnish your readers two or three chapters that present dimensions. At my earliest leasure is paged in furnish your readers two or three chapters that present dimensions, at my earliest leasure is paged in furnish your readers two or three chapters that present dimensions. At my earliest leasure is paged in this city. The one of cur citizens with gentlemen from Massachust, are commencing operations in a mine in the large speculation in this city. The was done of our citizens with gentlemen from Massachust, are commencing operations in a mine in the large speculation has revived the existence of this city. The was successed all work therein to cease. The Lake Superior speculation is more left of the same sort in the county.

POPPLATION IN MASSACHUSETIS.—The whole

POPULATION IN MASSACHUSETTS.—The whole number of inhabitants in Massachusetts in 1840 was 13,700. The number of Births in the State in 1846 was of Marriages 5,963; of Deaths 9,360. Excess of

The Washington Fountain of Tuesday says:

Our friends throughout the country may rest assured, that a Whig U. S. Senator will be elected during the learn from authority, which we have no cause when the Becretary of the Treasury, Mr. Robert (Walter, has determined to resign his office at an early less the House of Representatives does not speedily not prove "all a Whig lie." The Whig party is, at this moment, stronger in Delaware than it has been since 1840."

## NEW-YORK DAILY TRIBUN

NEW-YORK, FRIDAY MOBNING, JANUARY S. 1847.

FIVE DOLLARS A YEAR.

to not now heritate to make it one of the terms and believing that fostering the industry of the nuonditions of subscription. Payments of interest merous population on the banks of the Hudson, the steamboat in speed, two to one-five hours to of New-York, with the consent of the Corporation an instalments paid in, will therefore be made in and developing the manufacturing and business re- Albany instead of ten-two and a half hours to of the city, and terminating at some point on the November next, and regularly afterward. When sources of that region, are objects of high impor- Poughkeepsie, in place of five-an summinuse advan- Hadson river or any portion of the road shall be opened, the reverse tance to the city, they think these considerations tage in our community. The saving of time is an not be on any of the streets or avenues wed from it will be applied to the payment of slone furnish sefficient inducement for the con- item which each man values differently, and which the tract of the Harlem Railroad Component, than sterest. No one need hesitate to subscribe from struction of the river road, but they view the ad- each may estimate for himself. To those who sleep the Euchth avenue and Hudson street, but may be Boston, through the facilities afforded by the Boston. ear of a diminution of income

BY GREELEY & McELRATH.

VOL. VI. NO 235

while their Railroad charters contain no express East, writes from Springfield as follows :

"Of late, the payment of interest has become a settled practice, and is made by the original stockholders a condition of subscription. The reasons for it are apparent. First, to induce many to subscribe who other wise would not (persons who have money and live on its income, and see and seek no other advantage from its investment but legal interest for every day of the year.) See ond, to induce subscribers to pay their instalments promptly when called for. Third, to equalize the interest secount during the time of construction, between the large and small shareholders, and between those who pay their instalments promptly, and others who pay only at the last hour. Fourth to place this "construction" interest where it properly belongs, to the account of construction, it being provided for in the capital stock, and represented, like all other construction expenditures, by saleable shares. These seem to be sufficient reasons for the practice." Of late, the payment of interest has become a settled actice, and is made by the original stockholders a con-

has been so favorable that the omission to adopt it heretofore in this State is to be regretted. In Messachusetts, where about \$25,000,000 are embarked in these enterpises, it has secured investments, fininstitutes presented to the public their views of our State devoted to other objects ) from persons living on their income, and of trust funds, whereby the community has been enriched; its industry ncome of seven per cent. secured to parties who thus contribute to the general prosperity

The Commissioners annex hereto the terms on which new subscriptions will be received, (Note A.) which have been made to conform to the convesetions which have been urged against the project, | tion, and particularly to the provisions of the third ustate its present situation and prespects, and to condition. Many parties seem to feel, that in submediate and active aid of all their scribing they involve themselves in the necessity of providing in a short time for the payment of the amount subscribed. A moment's examination of this condition will show the contrary. The amount is payable in equal quarterly instalments, in the next two years and a half, not at uncertain period pectable portion of our citizens, and by a still at the will of the company, but at fixed quarterly larger proportion of the residents on the line of the periods, corresponding with the usual receipt of med, they were met before the Legislature by a fixed incomes -- not on any particular day in the respective months, but on any day during such months

They have now to notice some of the obstacles but to the State at large, induced the Legislature | which they have met with in getting the enterto pass the bill, which was viewed as the leading prise fully before the public, and procuring it a candid investigation. That it would at first be looked was granted, but the opponents of the road suc- at with caution and some prejudice, they fully expected : because the same prejudice was once en ould be forfeited, unless three mil- tertained by themselves. Before the route was was of dollars should be subscribed to the stock, and surveyed, and its practicability demonstrated, they all regarded as visionary and impracticable, the idea of constructing a good road along the precipitous

The repeated surveys of the route, and the conmpany, No. 8 Merchants' Exchange. Al. firmatory testimony of so many able engineers, though circumstances were not propitious, they have dispelled all doubt as to the practicability of were disappointed that a larger amount was not at the enterprise. Much more serious obstacles have ter warrants the assertion that 35 miles per hour been overcome on many roads, particularly the Boston and Albany, and the Baltimore and Ohio hie period. The short time which now remains to route. The question as to all the difficulties, is one complete the subscription is ample for the purpose, of expense merely, and that has been fully provid-

The disadvantage in respect to grades of the inland route, from its nature, is such as no expense that stall be worthy of the City and State, and ade- can overcome. The Commissioners cannot avoid alluding to this route, in order to present a full understanding of the subject, although it would be more agreeable to omit any allusion to what is conbythe Act, subscriptions have been taken by the sidered by some a rival Company. They encounmaissioners individually during the last few tered the open opposition of that Company in their navigation that the objection is to be limited. The city to a rival mart, and the attendant trains of naweeks without that formality, which subscriptions application before the Legislature for a charter; Commissioners have never made any calculation merous evils, depreciation of values, loss of busiwe therefore conditional, and parties so subscribing and they have found the partial progress made by will not be called on for any payment, unless the them in their extensions toward Albany, urged as season

the Act, will still be received at the office of the route would meet the exigences of the commu. but a small estimate of profit from that source. But nity, and enable us to compete successfully with they do maintain that the railway will secure a fair their means, is confidently relied on from the river. The Erie road will command the very active, in-The subject of paying interest on the instalments our enterprising rival for the trade, -if it could share of the Summer travel; and they do believe towns, but it remains with the city of New York creasing and profitable local business it has already until the completion of the road has been considered maintain any comparison of equality as to its that a share of such travel, the way and light mainly to say, before the 1st of March next, wheth secured, the trade of the valley of the Susquehanby the Commissioners one of great importance.
They have given notice of an application to the latter, and advantages, with the river route—they take and advantages, with the river route—they take and advantages, with the river route—they take and advantages, with the river route—they would most willingly abandon the latter, and under the conveyed by interest, agreeably about the route has been considered maintain any comparison of equality as to its through freight, and the revenue from the whole or through freight, and the revenue from the whole or the objection urged is well taken in regard to her, or a libel on her name.

Other objections, such as, that the route has been considered maintain any comparison of equality as to its through freight, and the revenue from the whole or through freight, and the revenue from the whole her, or a libel on her name.

Other objections, such as, that the route has been conveyed by lateral roads into their gigantic trunk along the whole line; and on its connection with the engagement in the terms of subscription safe arrangements apply their due share of funds, stock one of the most profitable railway stocks in fixed to suit some of the Directors, and that the land Lake Eric, a vast field of enterprise lies open beheretofore presented to the public. They have, and all the aid in their power, to the speedy con-

and that rebukes the subserviency of some of his friends. He deprecates and opposes the Tariff of 46, and earnestly recommends a return to the sound principles heretofore sustained by Fennsylvania.

The following is an exhibit of the State debt on the 1st of December last, as appears from the Report of the Auditor General.

the Auditor General : \$38.858.970 50

Total public debt on the 1st Dec. 1846.. \$40.789,577 00 leing \$106.816 22 less than it was on the 1st December.

The Legislature convened on Tuesday and organized by electing the following Whig officers:

Speaker of the Sense—Dr. William W. Morris.
Clerk—Joo M. Patterson.
Sergeant at Arms—Jno. H. Elligood.
Speaker of the House—Lewis Thompson.
Clerk—Athantel E. Smithers.
Sergeant at Arms—Capt. Sanuel Murphy.

A correspondent of the Philadelphia North Amer-

4,433 11

44,423 21 96,275 47

cotal funded debt.

Relief notes in circulation
nterest certificates, outstanding
nterest certificates, unclaimed
nterest on certificates, to August 1, 1845,
when funded

Demestic creditors .....

The Commissioners have obtained the authority best communication with that yest debouche of trade f able legal opinions to this effect. The practice and travel, at the head of tide navigation on the

route, it would not change their opinion of the ne consideration in its favor. cessity, nor in any degree weaken their confidence in successful operation for the Eastern traffic

They proceed to notice certain objections which ted by opposition to the road and,

Mr Jervis having presented the estimate in quesphiection, which they are satisfied is entirely un-

It is true, that erroneous estimates of the cost o railroads have been made in many instances; but there are exceptions, and the Commissioners fully mile. The cost for a single track \$21,596 per mile. Aqueduct, and that subsequently made by Mr. Jervis, when the duty devolved upon him. The construction of the work has tested the extraordinary accuracy of Mr. J.'s estimates-the cost has been offers no reason why every one who has a sense of about one per cent. less.

the grading, bridging, tunneling, &c. Mr. Jervis it is to be hoped, that it will cause no one to relax doubted responsibility now stand ready to undertake the whole work, or any part of it at ten per it demands the aid of all the energy and public cent deduction from Mr. Jervis' estimated prices. spirit in our city. It is to that energy and public Again-Mr. Jervis estimates iron at \$75 per ton. spirit that this last appeal is made. which can now be obtained on contract from American makers at \$70.

11d. " The road 'cannot be operated to carry passenger

From official and other undoubted statements it is well known, that the English roads are travers ed in their regular business at the rate of upward of forty miles per hour. It is equally well known that over the Long Island, Stonington, and several other Eastern roads, the trains pass daily at the rate of 28 to 30 miles per hour, including stops.

On the route in question higher speed can be as complished than on any other road in America. elements of superiority in speed, and their characcan easily be accomplished on the Hudson river road by its regular fast trains. The time of five Road, than any presented on the Hudson Valley hours to Albany would only require a speed of twenty nine miles per hour.

To those at all acquainted with the working of good railways this objection cam IIId. " The road cannot compete with the steamhouts on the

efore will not pay the stockholders. freight and passengers. It is then to the season of and to prevent the diversion of the com

Mr. Clay and the 'Young Guards. The following letter needs no explanation:

I cannot permit the occasion to pass by, without an expression of my acknowledgments to the Young Men's Association for the ardor, the constancy, and the fidelity of the attachment to me which they do me the honor to entertain. We have, indeed, gentlemen, as you justly remark, passed through a dark period of great discouragement. But never despairing of the Republic, and confiding in the omnipotence of truth, and in the rectitude of our principles, I have continually hoped and believed that brighter and botter and happier days for our country would yet come. And the recent events, to

our country would yet come. And the recent events, to which you have adverted, are an assurance and a guaranty

which you have adverted, are an assurance and a guaranty of their approach. If misconception and misrepresentation accomplished their work we may. I trust congratulate ourselves that their success will only be temporary. The consequences may, indeed, be more durable. These we now feel in Foreign War, and in the abandonment and neglect of vital Domestic Interests.

I concur with you in thinking that, gratifying as the results of the late Elections are, they should not be made the occasion of party exultation. If our fellow citizens, hitherto opposed to us, in regard to the measures of the General Government, are left to an unimpassioned consideration of those measures and to witness their injurious effects. I am persuaded that many of them cannot fail to bring their minds to the same conclusions at which we have arrived.

I am, gentlemen, with high respect.

Your friend and obedient servant, H. CLAY.

Harlem Co route, however that company may be travel and the way travel, it must carry everything son river. This is all that is decided, or one be pon this point a gentleman distinguished for his reorganized; and they say with entire candor, that before it. The accuracy in time of the arrival of decided, till the Company is organized. mowledge on the subject of the Railroads of the were a railway to Albany now in operation on that the train at the stations is also a very important. The surveys that have been made, have decided and the conviction will be irresistible. It is not a

Road. They would be glad if that road were put agreeable mode of conveyance-some who are ap- this portion of the roate. But as regards this city, they have met from time to time; some of them the most favorable circamstances. Pleasure trav-remains to be definitively located originating in sincere impressions, and others exci-elers, during the Summer, would probably, for the this city has been chosen. The Commissioners can

> boats could afford to carry passengers at fifty cents. This, however, they do not believed If steamboats never been charged, except under temporary competition. The first class boats, it is believed, cannot afford to take passengers for less than one dol- sage of the bill. lar, exclusive of meals and berths, and give them comfortacle accommodation.

the importance of this work, should not put down But the best answer to this objection is, that for his subscription on the conditions proposed. And un in his exertions or withhold his help.

> The difficulty has appeared to be a serious one. and if this appeal fails of effect, it may not be sur- ERIE RAILROAD. mounted. But let it be examined.

It is admitted by all that a Railroad to Albany is cessary-by all disinterested and candid persons that it ought to be on the best route. To improve 90,000 is required. One third of this sum may, by the act, be borrowed on bonds; and for these, the Commissioners have no hesitation in saying, competition will be found among takers when the money is required. The terms of the should borrowing be expedient; or in lieu of it a to be raised from the public at large is therefore \$4,000,000, and that payable in regular quarterly instalments during the next two and a half years. or \$1,600,000 per annum-a sum not more than equal to two thirds of the city taxes, and not ex-

of New-York, and on the line of the road united. This objection, of course, does not apply to the communication with the important business facili Winter months, when the road is sure of all the ties and population of the towns on the Hudson considerable way freight, especially of articles for quired to build a railread which nobody doubts will through the valley of the Hadso

damages are stated too low, can only be noticed in a fore it. Speed, comfort and price are the main questions few words. The route to be followed in this work. This is not a new project: it is fifteen years since of \$3,000,000 is subscribed on or before the 1st March

The price at which it is proposed to carry pas- vate interests. There is no jobbing, no hidden me sengers during the Summer, and on which all the tives at work here. It is a great public work that calculations of profit are based, is \$1.50 for through they have devoted their exertions to, and they will whose property the road may be located-many of

As to land damages, they are to be assessed jurors drawn from the "grand jury box" in the upon the river, mostly near New York, are anxiously desirous to have this road built. This is so,

Should it be built along the edge of the river, it will be on the beach, and the owners will have the have done. They feel themselves so deeply the protection of a sea wall to prevent the wash of the importance of the success of this effort-under a shallow inlets of the river, and the few streams run. time when the very produce and business of our ning into it, but without injury to any interest, as | own State is being diverted into other channelsopenings are to be left, and bridges constructed. It that they will not believe in such an untoward re osses very few roads-willtake but little land de sult. roted to agricultural purposes; and in no case materially injure the beauty of country seats, that of ing most exposed to such injury.

It has been erroneously supposed by some, that this road will operate as an antagonist of one to which the community, with much public spirit, have heretolore subscribed. THE NEW YORK AND

The undersigned have no wish, and do not intend to controvert any of the views which the energetic friends of that route entertain. On the contrary en occasionally met with this suggestion-that the Erie road, when completed will secure the Western trade, meaning, of course, the business for the New-York and Albany road. They must in sist that this is a very inadequate view of the subct, and does injustice to this great enterprise.

the outlet of the Eric Canal, and with 326 miles of railroad to Buffalo, slready in full operation, and will conduct to New-York, for a portion of the year at least, the results of the industry of that region, and of the large population along the shores of Lake Ontario, the business of Western Vermont, and the great and growing trade of the Canadas, and it ets all the various lines of immense business encentrated at the very point where Boston has made such a dangerous inre prosperity of the city of New-York. These are fields of enterprise which the Erie road can never by any means reach, but they must necessarily appertain to the Hudson-river road exclusively.

Were the Erie road now in full operation to Dunkirk or Buffalo, it would in no degree lessen the cessity of the immediate construction of the road amited. But subscriptions conforming to the terms. Could the undersigned believe that the inland the daily New York market, but they have made correct these evils, and restore to as our trade.

if this effort should fail

serious. That a large amount of trade properly belongs to this city, is now center he denied. Since the building of that road, the great bulk of merchandise going West by her re-

The Commissioners append a declaratory resolution, (Norz B.) which they have adopted, giving their views as to the carrying of freight, for the information of all engaged in the forwarding business. Likewise, another resolution, (Nors C.) adopted for the convenience of persons through whom have expressed their desire to take stock for the compensation which may be awarded them. A statement of the principal subscriptions obtained in the city (Nor ED) under the partial efforts that have been made, is also submitted for the informs tion of others.

let all who estimate the necessity and advantages of the work go, without delay, to the office, No. 8 Merchants' Exchange, or to any of the Commissioners, and subscribe for such sums as they can and a half years, for investment in a seven per cent. stock. If a general meeting of citizens, or if Ward meetings on this subject are deemed desirable, let others than the Commissioners take steps to arrange and conduct them. And let those who and take particular streets or districts to procure subscriptions. But, above all, let not this charter new authority to make this public work. so important to her prosperity. Let her not lose any more of the trade that naturally belongs to her. Let her not rely on any temporary expedients. Let her not be thrown back for years in the construction of a work which will secure her future wealth and prosperity. For this road will be built, and if properly done, will become as much an object of satisfaction and justifiable pride to the city, as its noble Aqueduct.

The Commissioners residing in the coactuated by a liberal public spirit, have signified their willingness to resign their places for the purpose of strengthening the city direction, Messrs. PETER SCHERMERHORN, WILLIAM C. RHINE LANDER and THOMAS SUFFERN, bave been induced to consent to serve as Directors when the Company shall be organized, and arrangements will then be made to introduce them into the Board. In the meantime they will lend their valuable aid in furthering the subscription.

JOHN B. JERVIS,
MATTHEW MORGAN,
ROBERT KELLY.
JAMES BOORMAN,
SAUL ALLEY.

and statements of the preceding address.

I. No subscription will be obligatory, unless the sun

WHOLE NO. 1790

The consequences of the delay that has taken place in constructing a railroad to Albany are very city of Boston has increased in the number of buildnearly thirty per cent. It is only necessary, as a proof of this fact, to contrast the business operations of that city eight years back with the present. gratifying sight to New York, but it is to be wished that every citizen could see the operation at the Albany depot, observe the immense amount of produce daily shipped by the cars for Boston, and the

seives, but constructed and managed in conformity with Resolved, as the unanimous opinion of the Soard, That it will be the interest and the policy of this Company to afford every reasonable facility and accommedation to the feetball.

The Commissioners have thus plainly, and they hope intelligibly, laid before the public their pre sent situation and views in relation to this enter It remains for their fellow citizens-all relatively as much interested in its success as themselves-to sustain the effort, and give it success. or allow it to fail, as former efforts to procure the construction of an independent railroad to Albany charter, obtained with great difficulty, and at the

If it is asked. What is to be done? the answer is. Resolved. That all persons owning property through which it is probable that the road will be located, who may subscribe to the stock of the company, shall not be required to pay any farther instalments on their respectconveniently spare quarterly, during the next two sed, unite in committees of two or three. be sacrificed, let not the city of New-York be thrown on the uncertainties of future legislation for

STEPHEN ALLEN.
THOMAS W. PEARSALL.
FORTUNE C. WHITE,
AARON WARD,
WM. CHAMBERLAIN,

The undersigned fully concur in the sentiments PETER SCHERMERHORN, THOMAS SUFFERN, WM. C. RHINELANDER.

Revised Terms for Conditional Subscriptions, (which a equally applicable to all subscriptions hitherto made.)

all parties whose lands may be required, until the amo-to be allowed to such parties respectively, for value their lands, shall be agreed on, or be assessed in manner provided by law, in order that the amount to be allowed may be adjusted against the instalme to be paid on the stock; it being understood, howe-and provided, that nothing herein contained shall construed as compromitting the rights of either company or the individuals for whose convenience arrangement is made in regard to the value or

II. When such amount of \$3,000,000 is su

III. The residue of the subscriptions to be paid in sus cessive quarterly instalments of 10 per cont. each, the first quarter commencing 1st of May, 1847, which will make the last instalment due in May, 1849. Subscribers

to pay their respective instalments at any time during the months when they become due.

IV. Interest at the rate of 7 per cent. per annum will be paid semi-annually on the instalments paid in during the

construction of the road, such payments of interest to

continued semi annually ti'l the road is put in operation

V. All stock issued after the organization of the Com-

pany, and all bonds issued for loans, which are made

convertible into stock, shall, by at least thirty days prior

At a meeting of the Commissioners of the Hudson River Railroad Company, held at the City of New-York, on the 20th day of December, 1846: NOTE B.

pertion of the freighters and forwarders on the Hudson

river having been submitted to the Board of Commis-

sioners of the Hudson River Railroad Company, invit

ing their early attention to the consideration of the ques

interests between New York and Albany would be affect

cars, to be owned by the freighters and forwarders then

It is farther Resolved. That a copy of this resolution be

Whereas, it is represented that individuals owning

property on the proposed route of the Hudson River

Railroad, through which it is supposed the road must

run, are willing and desirous to take stock in the com

ony to the amount of the compensation they may be come entitled to for lands necessary for the purposes of

proper regulations to be adopted by the Company;

er, instead of injuriously interfering with

full and deliberate consideration, it was

cation on the part of a highly respectable

notice, be first offered pro rata to the stockh

the time, in preference to other subscribe

ber next and to be

ommence on the 15th of Nove

to Albany.

STATEMENT OF SUBSCRIPTIONS made in the City of New York to the Stock of the Hudson River Railroad Company

arrangement is made, in regard to the value or mode and proceedings for ascertaining the value of

Subscribers of \$20,000 and upward. Stephen Allen, Saul Alley, James Boorman, Brown. Brothers & Co. John Johnston, Phelps, Dodge & Co. Subscribers of \$5,000 to \$15,000. Samuel Broom, Francis Burritt, William Chamberlain

William Celgate, Peter Cooper, J. C. Cruger, Cumn & Pollock, J. A. Davenport, H. C. De Rhem, Benj. De Forest & Co. Fox & Livingston, Wm. P. Furniss, Geo. Griswold, Grinnells & Minturn, John C. Green, Henry W. Hicks, E. D. Hurlbut & Co. G. G. Howland, J. B. Jer vis. J. B. Johnston, J. T. Johnston, Kemeys, Breese & Co. Robert Kelly, Daniel Lord, A. M. Lawrence, Matthew Morgan, Cyrus Mason, James McCullough, Mrs. G. B Miller, Hon. Andrew H. Mickle, C. H. Marsball, James McBride, Adam Norrie, S. T. Nicoll, Nesmith & Ward. Minturn & Co. J. Phillips Phoenix, Thomas W. Pearsall, W. C. Rhinelander, Rogers, Ketchum & Grosvenor Jona, Sturges, L. S. Suarez, Thomas Suffern, Stone Swan & Co. Taylor & Merrill, Moses Taylor.

Subscribers of \$1000 to \$3000. P. Balen & Co. C. H. Bergman, John J. Boyd, Gerar breieng, W. Dennistoun, Charles Easton, Dudley B. Ful-ler, Peter Hastie, Hale & Hailock, Richard, Irvin, R. V. Knowlton, Charles Parsons, John J. Palmer, Geo. New bold, O. W. Sturtevant, Jos. Tuckerman, W. C. Ward.

N. B .- The above is exclusive of subscriptions from the river towns. In Poughkeepsie alone, \$64,000 was subscribed in September last. Re-

turns from the other towns have not been received but it is believed it may be safely said, that the to tal subscriptions amount to \$750,000.

n'clock this morning.

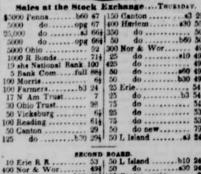
Continual complaints of the lamps. Pine st rom Broadway to William, was in total darkness last

night. There were not a dozen burning in the whole

broke open the store of S. B. Reeve & Co. corner Jane and West sta, but before they could proceed to plunder they were detected by policeman Kelley, who endeavorthey were detected by policeman Kelley, who endeavored to arrest them; whereupon they fell foul of the unfortunate policeman and beat him severely. They were subsequently arrested... John K. Hoffman was arraigned for obtaining goods on false pretences from F. W. Bell. 27 Ann st... John Davis and — Bartlett were arrested as deserters, and sent back to Fort Hamilton... Wm. L. Colon was committed on charge of obtaining a variety of ship stores from Lightbury & Erwin, 152. South-st. on pretence of being steward of brig Billow.... The store of T. H. Maine, 57 Dey-st. was found open at 7 o'clock last evening by Sergeant Ferry and policeman Bearn, and \$33 in buils and considerable change in silver found in the drawer. ... Three young men were arrested and detained on charge of numerous robberies of ship yards, dry dock. &c. There exists a large gang of them who dispose of their plunder as fast as they acquire it to the numerous juck shops. Capt. Wandell complains that these junk shops are so many allurements in the way of boys, and advises that they be broken up. We back the Captain.

CITY ITEMS.

THURSDAY, Jan. 6.



MARINE JOURNAL. PORT OF NEW-YORK.

Ship Columbia, Robinson, 4 ds fm Charleston, rice to

\*\*Residuation of this State unabled on Wednesday. How W. B. Caltors Clerk. In the House, Hon English Calhors Clerk Clerk. After or public works in the Mark Calhors Computing Public Lands for the Present of the Commonwealth is on the whole Calhors Commonwealth is on the whole Calhors Commonwealth is on the whole Calhors Commonwealth is on the William Calhors Commonwealth is on the Willia

On the subject of Education the Governor speaks elquently and at considerable length. He sets forth the
principal causes which have operated to check the propress of Education hitherto, and recommends the adoption of measures to give greater efficiency to the Comnon School System. It certainly cannot be, he says,
that our people have quietly acquiesced in the charge
laily and tauntingly made against slaveholding States,
or Abolition presses that no system of general educaas causes which have operated to check the profe Education hitherto, and recommends the adoptimeasures to give greater efficiency to the Common thool System. It certainly cannot be, he says are people have quietly acquiesced in the charge and auntingly made against slaveholding States, litting present that no system of general education flourish in a slave State. Governor speaks with much enthusiasm of the law of the speak of t y Abolition presses, that no system of general educa-ton can flourish in a slave State."

The Governor speaks with much enthusiasm of the ourse pursued by Kentucky in relation to the war with fexico, but with this exception makes no silusion what

Gentlesen: I have received here the invitation to the Third Annual Ball of the Young Men's Henry Clay Association of the city of New York, on the 29th inst. It would afford me very great pleasure to meet my young friends on that occasion; but waiving all other considerations, the distance from the place of my present sojourn to the city of New-York, will not allow me that satisfaction. American deserters are scattered through the country. American deserters are scattered through the country, and are represented in a most deplorable condition. No less than twenty-fire had reached the city of Mexico in a most wretched plight, were begging from door to door, and were received and treated with contempt by all.—Eight had reached as far aouth as Orizava, and a little work had been given them at a factory to keep them from actual starvation.

Of the Mexican Congress we can learn nothing—Another arrival will give us the particulars of its organization, and for this we are looking with anxiety.

[N. O. Ficarque, 30th uit.]

From the West. Privisuaon, Jan. 6-9 P. M.
The Ohio civer continues high. The military

for Colonel in the held, and Roberts, of Fayette County, was elected by a majority of six over Capt. Hambright. Capt Naylor received 160 votes. Z. W. Geary, of Cambria, was elected Lieut. Colonel, and William Brindle, of Danville, Major.

A melancholy accident occlured to-day which has cast a gloom over the spirits of the military. As Mr. Brindle, of Danville, and G. W. Fenner of the Stockton.

Brindle, of Danville, and G. W. Fenner of the Stockton Artillerists, were experimenting with a pistol, charging it with gun cotton, the weapon was accidentally discharged, stilling instantly a young man, Lewis Melisse, aged 17, standing by at the time.

The city election was held yesterday when the Whigs prevailed in every Ward. The anti-license law was carried by a majority of 1200, and in every Ward.

Cincinnati papers of the 4th contain melancholy details of destruction caused by a flood in the flig Mismi on the 2d. Five lives were lost. The Cincinnati and Dayton Canal is swept of bridges, and is broken and overdowed. The Whitewater Canal is almost irreparably damaged. The loss in lumber, flour, hogs and pork is immense, and the destruction of mills, &c. is fearful. The price of pork in Cincinnati had advanced one eighth of a dollar.

Capt. Naylor, of the Rangers, bad his band dreadfully

Capt. Naylor, of the Rangers, bad his hand dreadfully incerated by a knife, which was inflicted by one of the volunteers when inebriated. It was accidental, though

BRUTAL OUTRAGE.—We have been informed by a gentleman from De Soto Co. that on Friday week last a negro fellow belonging to a respectable planter of that County, attempted to commit a brutal assault on the person of the gentleman's son's wife; but owing to her screams and resistance failed to effect his demon-like purpose. The husband of the lady was working in sight at the time, and the negro being fearful that her acreams would attract his notice, struck her several blows over the head with a large club, and then field, leaving her, as he supposed dead. Although desperately wounded, she managed to crawl to a position where her husband could see her distincly, and gave a scream and fainted. Her husband, with the assistance of the hands that were working with him, carried her to the house and called in such assistance as was necessary. The negro was pursued and taken several miles from the place. The neighbors were immediately summoned and a jury selected, who, upon a calm and deliberate examination of the circumstances, prosounced sentence of death against the incement. the negro. He was executed on the romovament the negro. He was executed on the romovament of people. The lady is still confined to her bed, but likely to recover.

[Holly Springs (Miss.) Gaz. 19th ult.

In O. Fleayune, 30th uit.

Tampico.—The subt. Henry M. Johnson came up to town yesterday from Tampico, having sailed on the 18th linst. The captain reports that there was great excitement in the town arising from the supposed proximity of a large body of Mexicans. All the Americans in the place were under arms, and the description of the feeling which prevailed reminds us of the situation in which Point Isahel was placed prior to the succorred it by Gen. Taylor's march hillher early in May. But we do not understand that there is any such occasion for alarm in regard to Tampico as was rightly felt for Fort Folk at one time.

(N. O. Fleayune, 30th uit.

Commissary-General Storius has accomplished the negotiation by which the State receives \$30.84 for its property on Staten Island, so that your city will now have a new arsenal, and the harbor of New York will be protected by additional fortifications on Staten Island.

Corr. Corr. & Eq.

Catholic Church Burnt.—The Catholic Church in Tallahassee, Fla. and a building attached, used as a Vestry, were destroyed by fire on the morning of the Vestry, were destroyed by fire on the morning of the Vestry, were destroyed by fire on the morning of the Vestry, were destroyed by fire on the morning of the Vestry, were destroyed by fire on the morning of the Vestry, were destroyed by fire on the morning of the Vestry, were destroyed by fire on the morning of the Vestry, were destroyed by fire on the morning of the Vestry, were destroyed by fire on the morning of the Vestry, were destroyed by fire on the morning of the Vestry, were destroyed by fire on the morning of the Vestry, were destroyed by fire on the morning of the Vestry, were destroyed by fire on the morning of the Vestry, were destroyed by fire on the morning of the Vestry, were destroyed by fire on the morning of the Vestry, were destroyed by fire on the morning of the Vestry, were destroyed by fire on the morning of the Vestry, were destroyed by fire on the morning of the Vestry were destroyed by fire on the morning

Staten Island.

[Cor. Cour. & Enq.

FATAL AFFRAY.—Hobert M. Hall, of the village of Bastrop, parish of Ouachita, La. was killed on the 5th inst. in an affray with four men.

CATHOLIC CHURCH BURNY.—The Catholic Church in Tallahassee, Fla. and a building attached, used as a Vestry, were destroyed by fire on the morning of the 28th uit. The whole is a total loss to the congregation, there being no insurance.

n West at at 3 o'clock this morning-now at 73 Robin R. Also, for a large leather trunk found in Water st. ?

A fire broke out yesterday evening in the frame stable of James Porter on Eighteenth st. which was burned to the ground. There was no slarm.

POLICE .- William R. Thompson, commonly called "the one eyed," and William Johnson, alias Willis, 125

The store of T. H. Maine St Deyst. was found open as Tockock last evening by Sergeant Perry and policeman Bearn, and St lis bills and considerable change in silver and St lis bills and considerable change in silver and and debined on charge of numerous robberies of ship years, and strong of their plunder as fast as they acquire it to the numerous juck shops. Capt. Wandell complains that these just shops are so many allurements in the way of the numerous juck shops. Capt. Wandell complains that these just shops are so many allurements in the way of the numerous juck shops. Capt. Wandell complains that these just shops are so many allurements in the way of the numerous juck shops. Capt. Wandell complains that these just shops are so many allurements in the way of the numerous juck shops. Capt. Wandell complains that the numerous juck shops are on the sabbath. The preacher, for its construction of the store engaged in religious services on the Sabbath. The preacher, for its construction of the such as a should be such a degree, that the congregation was so alarmed that some left the Church. Under these circum stances Mr. Hargis could not proceed. He left the Church without any personal violence being done to him; but was told, when about to leave, that if he came they on the following Monday the matter was brought before the Grand Jury. A competent willness are peatedly called the attention of the foreman to the subject, but a received no attention from him.

The cause of these riotous proceedings was, that the preacher shall have been been conclused in the conclusion of the foreman to the

8ECOND BOARD.

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